



METROPOLITAN
TRANSPORTATION
COMMISSION

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William F. Hein
Deputy Executive Director

BAY BRIDGE DESIGN TASK FORCE
Wednesday, May 13, 1998
1 p.m.
Joseph P. Bort MetroCenter Auditorium
101 Eighth Street
Oakland, California 94607

Chairperson: Mary King
Members: Sharon Brown
Mark DeSaulnier
Elihu Harris
Tom Hsieh
Jon Rubin
Angelo Siracusa
Staff Liaison: Steve Heminger

FINAL AGENDA

1. Welcome and Introductions - Mary King, Chairperson
2. Status Report on Design Alternatives for New Eastern Span of Bay Bridge - Brian Maroney and Denis Mulligan, Caltrans*
 - Cable-Stayed Alternatives
 - Self-Anchored Suspension Alternatives
 - Bicycle/Pedestrian Path
 - Public Outreach Report
3. Report on Transbay Terminal - Ann Flemer, MTC*
4. Other Business/Public Comment

* Attachment sent to members, key staff, and others as appropriate. Copies available at meeting.

Public Comment: The public is encouraged to comment on agenda items at committee meetings by completing a request-to-speak card (available from staff) and passing it to the committee secretary or chairperson. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Record of Meeting: MTC meetings are tape recorded. Copies of recordings are available at nominal charge, or recordings may be listened to at MTC offices by appointment.

Sign Language Interpreter or Reader: If requested three (3) working days in advance, sign language interpreter or reader will be provided; for information on getting written materials in alternate formats call 510/464-7787.

Transit Access to MTC: BART to Lake Merritt Station. AC Transit buses: #11 from Piedmont or Montclair; #59A from Montclair; #62 from East or West Oakland; #35X from Alameda; #36X from Hayward.

Parking at MTC: Metered parking is available on the street. No public parking is provided.

Public Comment on New Eastern Span				
	Phone	E-Mail	Regular Mail	Total
Cable-Stayed				
Single Tower	111	88	4	203
Double Tower	41	34	3	78
Suspension				
Single Tower	22	32	3	57
Double Tower	124	96	10	230
Support Bike/Ped. Path				
	35	43	5	83
Naming New Bridge				
Keep Current Name	16	8	5	29
Change to New Name (See attached comments)	19	14	4	37
* Tally was taken from March 12, 1998 to May 6, 1998.				

Bay Bridge Name Suggestions

Name	Address/Phone No.	Date Called	Design Choice	Means of Communication	Comments
Did not leave	Did not leave	8-Apr	DTS	Telephone	** Name bridge Twin Cities.
Chuck Carnick	Chuck.Carnick1@mckesson.com	9-Apr	N/A	E-Mail	Keep name the same, but suggestions include: Silver Gate Bridge (goes with Golden Gate); East Bay Link; East Bay Yoke; East Bay Nexus; Trans Bay Bridge; Commuter's Nexus
Fred Booker	41 Spyglass Hill Oakland, CA 94619 geomorph@ix.netcom.com	9-Apr	DTS	E-Mail	Name new span "The Oakland Bay Bridge" while re-naming the existing span as "The San Francisco Bay Bridge."
Ruth Ramseier	RRamseier@aol.com	9-Apr	N/A	E-Mail	Keep the name the same; refrain from naming it after politicians.
JoAnn Ainsworth	JoAnn@compuserve.com	9-Apr	N/A	E-Mail	Call the bridge Feinstein/Dellums Span after Senator Feinstein and Representative Dellums.
Glen H. James	tinysrr@pacbell.net	9-Apr	N/A	E-Mail	Leave the name as is.
Ms. Margaret Bowman	123 Monte Avenue Piedmont, CA 94611	9-Apr	N/A	Mail	Choose name, "that refers to geographical setting or history, or landforms, i.e. 'Treasure.'"
Frederick V. Bowles	4061 Fairway Avenue Oakland, CA 94605-4513	9-Apr	DTS	Mail	Keep name "San Francisco-Oakland Bay Bridge."
Did not leave	Did not leave	9-Apr	DTCS	Telephone	** (x2, Husband & Wife) Rename bridge Oakland Centerscope Bay Bridge or Oakland Bay Bridge.
Did not leave	Did not leave	9-Apr	DTS	Telephone	** Keep name as San Francisco Bay Bridge.
Did not leave	Did not leave	9-Apr	DTS	Telephone	** Keep the name as San Francisco-Oakland Bay Bridge.
Hans Karl	510-530-8118	9-Apr	N/A	Telephone	** Keep the same name.
Did not leave	Did not leave	9-Apr	N/A	Telephone	** Leave name as Bay Bridge; name promotes unity of area versus focusing on single area (i.e. Oakland or San Francisco).
Phyllis	925-934-9300	9-Apr	N/A	Telephone	** Name bridge Cable Connector.
Did not leave	Did not leave	9-Apr	N/A	Telephone	** Name bridge Ray Charles.
Gary Jones	3426 Margarita Avenue Oakland, CA 94605	9-Apr	DTS	Telephone	** Name bridge Wilson-Alioto Bay Bridge
Did not leave	Did not leave	9-Apr	DTS	Telephone	** Name should change with directions. Oakland-SF Direction: Wilson-Oakland-SF Bay Bridge; SF-Oakland Direction: Alioto-SF-Oakland Bay Bridge.

Bay Bridge Name Suggestions

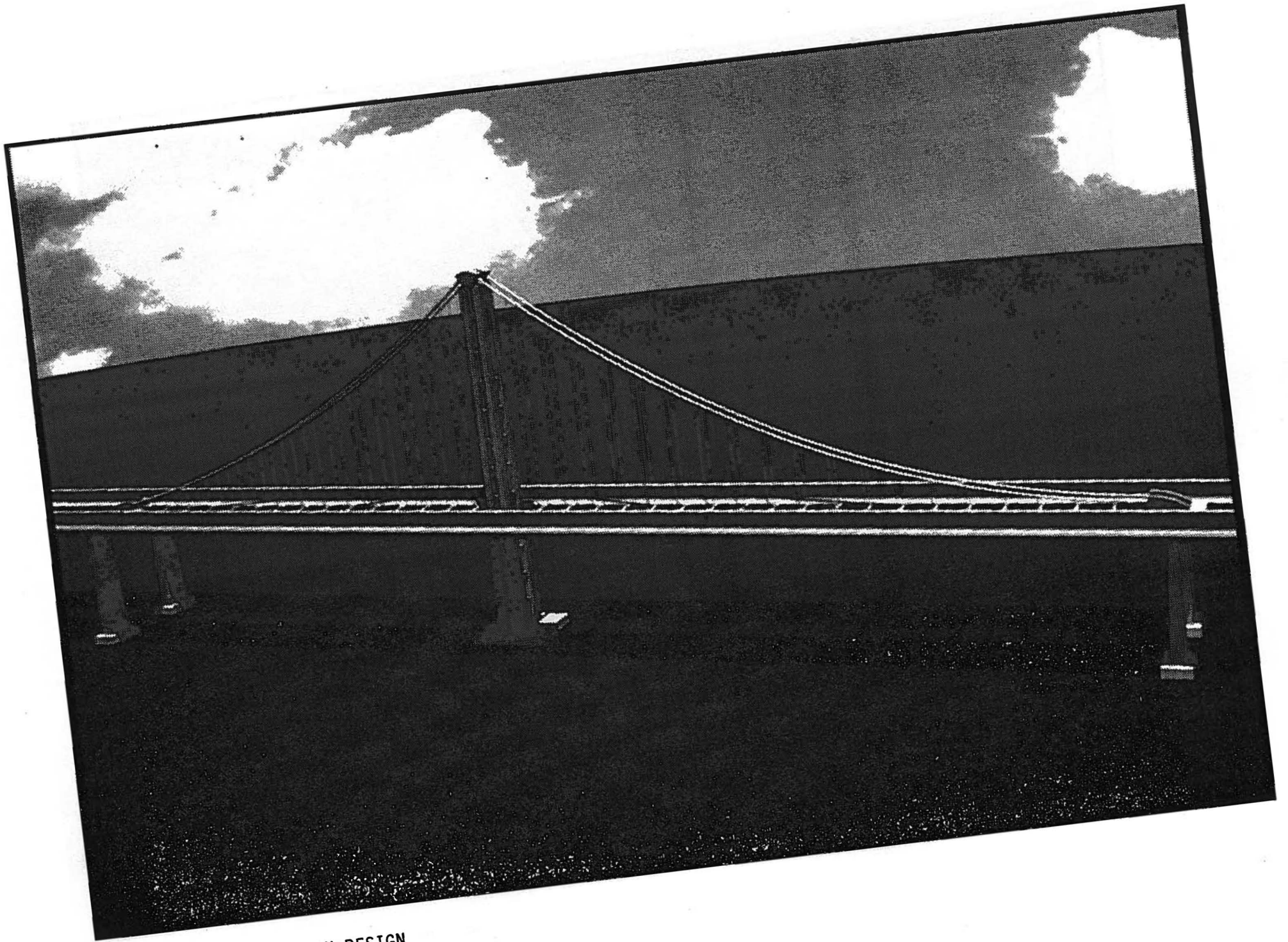
Name	Address/Phone No.	Date Called	Design Choice	Means of Communication	Comments
Did not leave	Did not leave	9-Apr	N/A	Telephone	** Name should remain San Francisco Bay Bridge.
Abdul Mohammed	510-251-9450	9-Apr	DTS	Telephone	** Name span The Light Way in remembrance of the lives lost in the October quake, and to represent "the dawning of the new day."
Did not leave	Did not leave	9-Apr	N/A	Telephone	** Supports naming bridge Wilson-Alioto Bridge.
Did not leave	Did not leave	9-Apr	DTS	Telephone	Keep name as San Francisco Bay Bridge.
Did not leave	Did not leave	9-Apr	DTS	Telephone	Keep the name as San Francisco-Oakland Bay Bridge.
N/A	sonkloy@pipeline.com	10-Apr	N/A	E-Mail	Suggests "Silver Span" or "Silver Twin" or Silver Tower" with relation to the Golden Gate Bridge.
Frank J. Giunta	FrancoJG@aol.com	10-Apr	N/A	E-Mail	Name suggestion: East Bay Gateway; should not be named after any politicians.
Nilla Rittenhouse	925-283-4241 louiseritt@email.msn.com	10-Apr	N/A	E-Mail	Name bridge "The Oakland Bridge" after the East Bay Indian tribe.
Doris Lock	lockd@flash.net	10-Apr	N/A	E-Mail	Bridge should not be named after any politicians; should be kept the same.
Milan Hajek	Did not leave	10-Apr	N/A	Email	Suggested name of Yerba Buena - Oakland Bridge; a name that is "a non political one."
Jeffrey Helfrich	510-531-3513	10-Apr	STCS	Email/Fax	East Bay Bridge
Mrs. Helfrich	510-531-3513	10-Apr	STCS	Email/fax	Yerba Buena Bridge
Michael Mitchell	510-658-2511	10-Apr	N/A	Telephone	** Name the bridge The City Span since it spans between two cities.
David Blasquez	510-733-0340	10-Apr	N/A	Telephone	** Should name the system Bay Area Bay System (BABS).
Dick Gaul	707-745-5577	10-Apr	N/A	Telephone	Span of Opportunity; Bridge of Opportunity; Opportunity Bridge
Did not leave	Did not leave	10-Apr	N/A	Telephone	Name bridge after Bill Gates if he pays for it.
Did not leave	Did not leave	10-Apr	N/A	Telephone	"Bay Boondoggle Bridge" most appropriate "because others are profiting while the tax-paying people are footing the bill once again."
N/A	GWULRICH@aol.com	11-Apr	DTS	E-Mail	Name for bridge should focus on Oakland; SF should not have "input" in name.
Did not leave	Did not leave	11-Apr	DTS	Telephone	Do not name after any politicians; "Bay Bridge"

Bay Bridge Name Suggestions

Name	Address/Phone No.	Date Called	Design Choice	Means of Communication	Comments
Captain Maury Polls from Lafayette	Did not leave	11-Apr	N/A	Telephone	Name of San Francisco Bay Bridge is actually already named after Emperor Joshua A. Norton, the Joshua A. Norton Bridge.
Did not leave	Did not leave	11-Apr	N/A	Telephone	Name the bridge "Over the Rainbow."
J.P. Felde	Feldejas@Pacbell.net	12-Apr	N/A	E-Mail	Suggest naming bridge "Toll-payers' Bridge" instead of "Wilson" or "Alioto Bridge."
Mike Lolin	282-9043	12-Apr	STS	Telephone	Name bridge "Jack London Bridge"; leads to Oakland's "vibrant" Jack London Square and could also be nicknamed the "London Bridge."
Diane V. Swanson	553 Kenilworth Avenue, San Leandro, CA 94511	13-Apr	N/A	Mail	Re-name bridge "The San Francisco Bay Area Arts Bridge" in commemoration of its role.
Vic H. Tayo	4970 Owens Dr. #612, Pleasanton, CA 94588	13-Apr	N/A	Mail	Suggests the name "The Panoramic Bridge" because it will offer a beautiful scenic view of the bay area.
Douglas Ogilvie	30118 Vanderbilt St., Hayward, CA 94544	13-Apr	DTS	Mail	Bridge should be referred to as the "Oakland-San Francisco Bay Bridge."
N/A	N/A	13-Apr	N/A	Mail	Keep the name as it is.
Did not leave	Did not leave	13-Apr	N/A	Telephone	Name bridge "Nabisco Bay Bridge."
Did not leave	Did not leave	13-Apr	DTS	Telephone	Name should stay the same; avoid having the name reference politicians/people.
Shirley Cadman	1151 Portland Ave., Albany, CA 94706-1622	14-Apr	N/A	Mail	Keep name as is.
Matthew Long	Mmlong2@aol.com	15-Apr	STCS	E-Mail	Suggests "Oakland Treasured Rays" as name for the bridge with visions of the "morning easterly rising and the evening westerly setting sun illuminating the cable-stays like rays about Treasure Island and Yerba Buena."
Did not leave	Did not leave	15-Apr	N/A	Telephone	*** Bike/Pedestrian lane; leave name alone.
Andrew Templeman	templema@db.erau.edu	16-Apr	STCS	E-Mail	Keep the name as "Bay Bridge" or if change is necessary, name bridge "The Moscone Bridge."
Stephen Meriwether	meriwether@webtv.net	16-Apr	STCS	E-Mail	Keep the name the same.
Cary L. Lackey, Esq.	SunDevilEsq@earthlink.net	16-Apr	DTCS	E-Mail	Keep the name the same.

Bay Bridge Name Suggestions

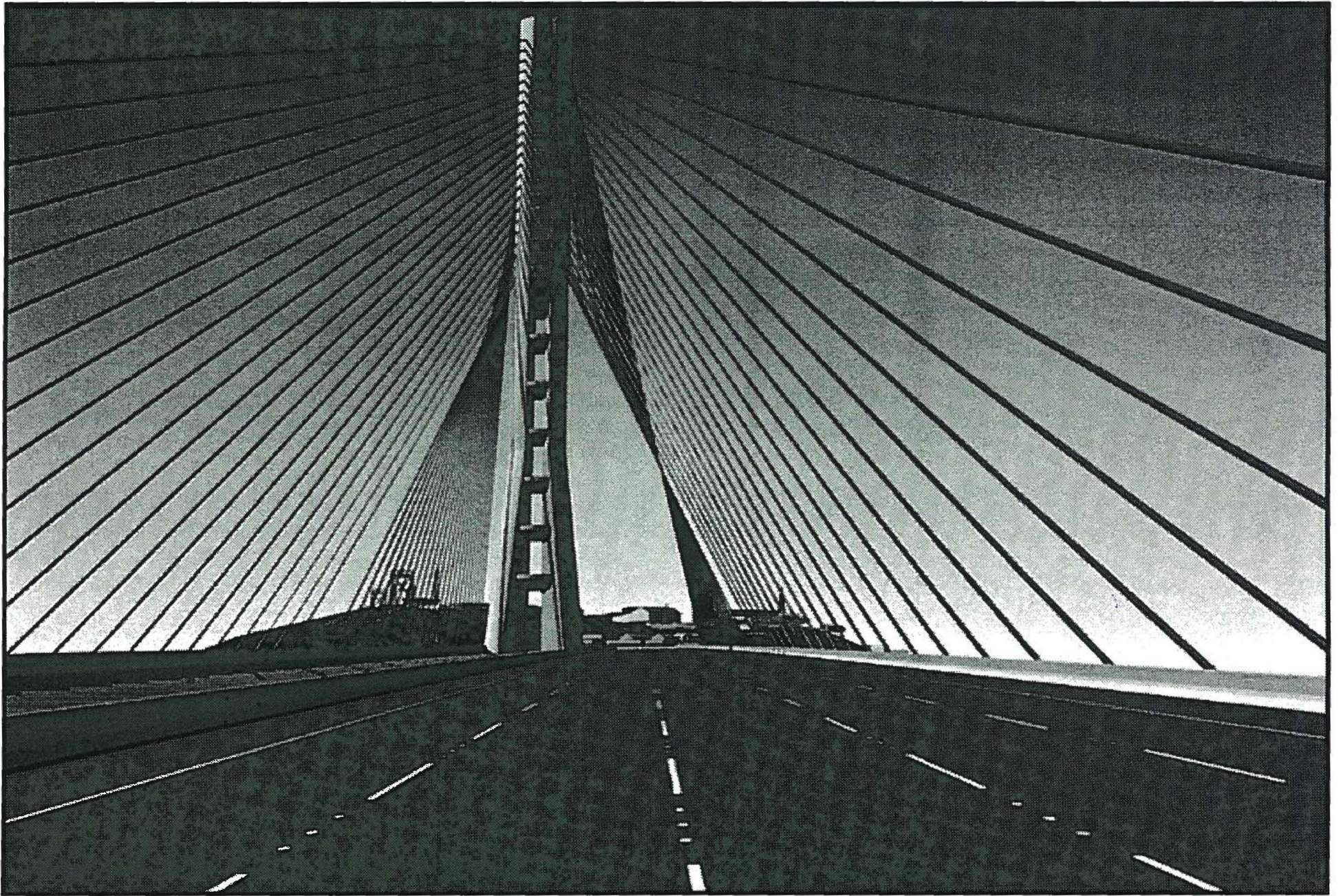
Name	Address/Phone No.	Date Called	Design Choice	Means of Communication	Comments
Virginia Pennelly	923 Farroque Dr., Fremont, CA 94539	16-Apr	N/A	Mail	Keep the name as the Oakland-San Francisco Bay Bridge; "people come and go, but the bridge connecting the two major northern California cities shall last for generations."
Brett Francis	brett.francis@rapture.com	17-Apr	STS	E-Mail	Name suggestions: "Diversity Bridge" or "Diversity Span" because "diversity epitomizes the bay area's strength."
Mr. & Mrs. Veldon D. Rogers	654 Falcon Way, Livermore, CA 94550-2638	17-Apr	DTS	Mail	Suggests naming bridge the Twin Cities Bay Towers Express Way; also suggests bright yellow towers with lime green suspension cables/rails and roadway under carriage structure.
Mae Mary	5600 El Dorado, El Cerrito, CA 94530	17-Apr	N/A	Telephone	Suggests name B.B. King Bridge in honor of the contributions of B.B. King.
Jorden Borstein	Did not leave	17-Apr	N/A	Telephone	*** Name should remain the same; bike/pedestrian lane is also needed as well as for a lane for wheelchairs to have access; "this is not a car only society."
Amy Arcus	510-228-3845	22-Apr	N/A	Telephone	*** Called to voice support about bike/pedestrian access; name should remain the same.
N/A	Nikanow@aol.com	23-Apr	N/A	E-Mail	"Bay Vista"; beside the obvious bay view, name suggestion fits Mexican Heritage (i.e. San Francisco).
Maria Carlson	N/A	23-Apr	N/A	E-Mail	"Bay Gate"; linking new bridge to the Golden Gate Bridge.
Craig DeBlock	cdeblock@hotmail.com	23-Apr	N/A	E-Mail	Avoid changing the name of bridge; disputes will arise over names of politicians and ideas, so we should "avoid the entire fiasco."
Michael Pollens	510-814-5932	27-Apr	N/A	Telephone	*** Name should remain the same; bike/pedestrian lane is needed to alleviate traffic, "bicycles are undeserved and if given the change, will be an asset."
Did not leave	Did not leave	30-Apr	DTS	Telephone	** The name of the bridge should not be changed.
Gwendolyn K. Smith	510-636-1853	4-May	DTS	Telephone	** Name should not be changed.
Did not leave	Did not leave	6-May	STS	Telephone	** Name should not be changed.



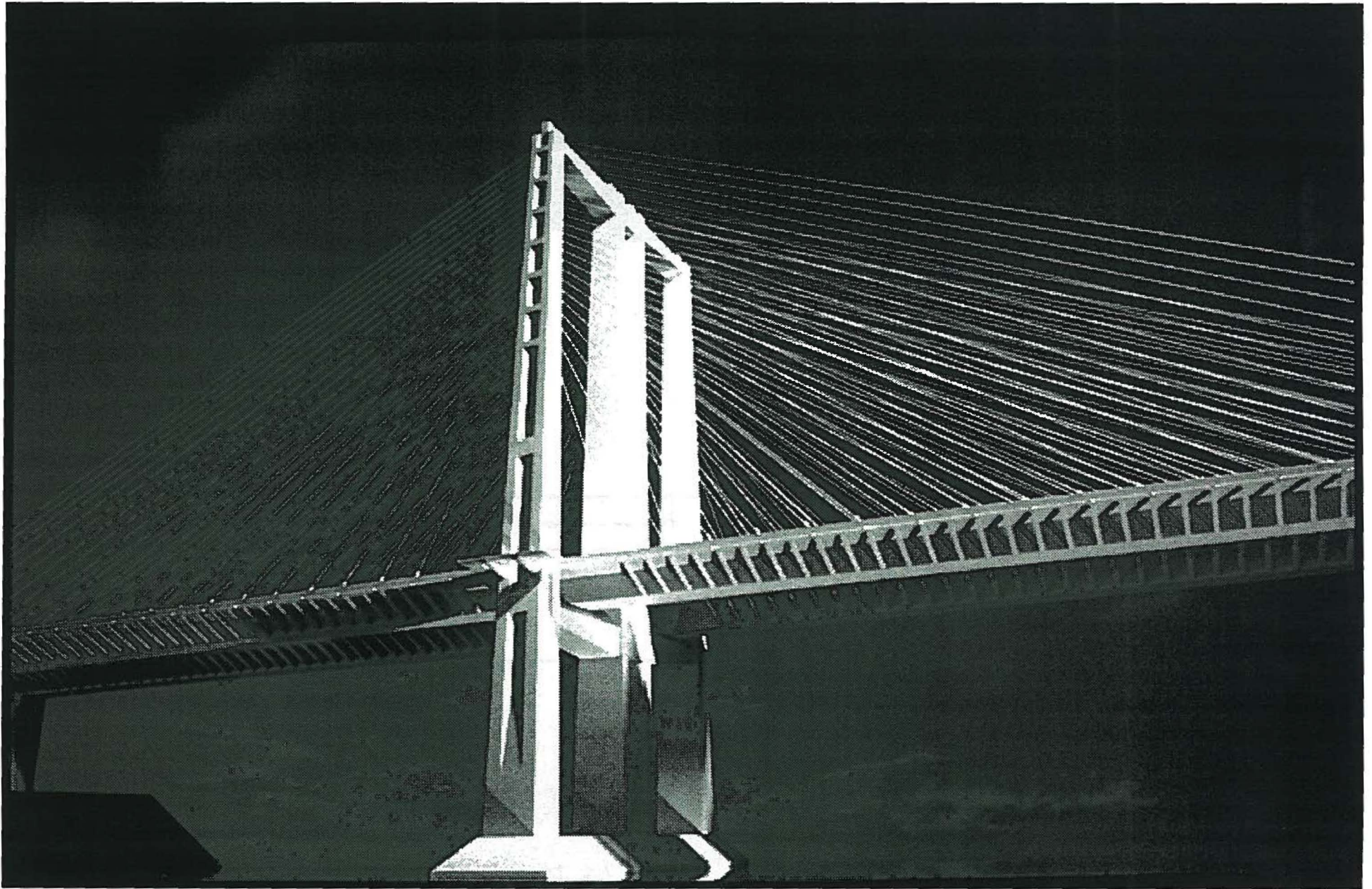
SINGLE TOWER SUSPENSION DESIGN



DOUBLE PORTAL SUSPENSION DESIGN

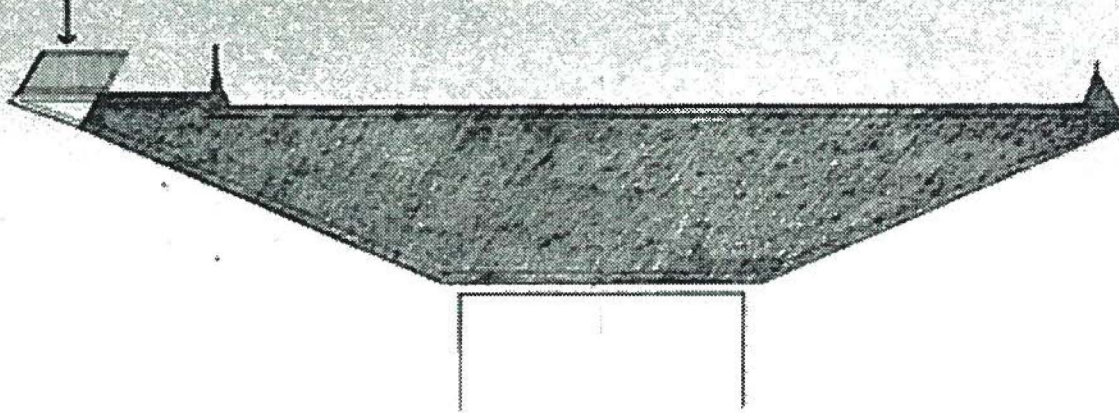


SINGLE TOWER CABLE-STAYED DESIGN

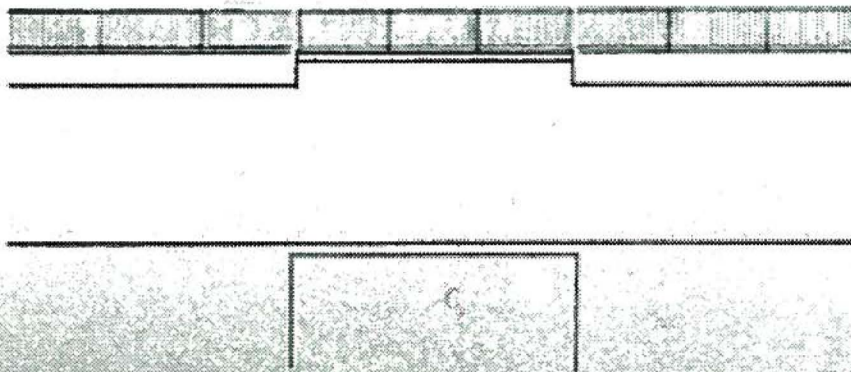


DOUBLE PORTAL CABLE-STAYED DESIGN

VIEWING PLATFORM



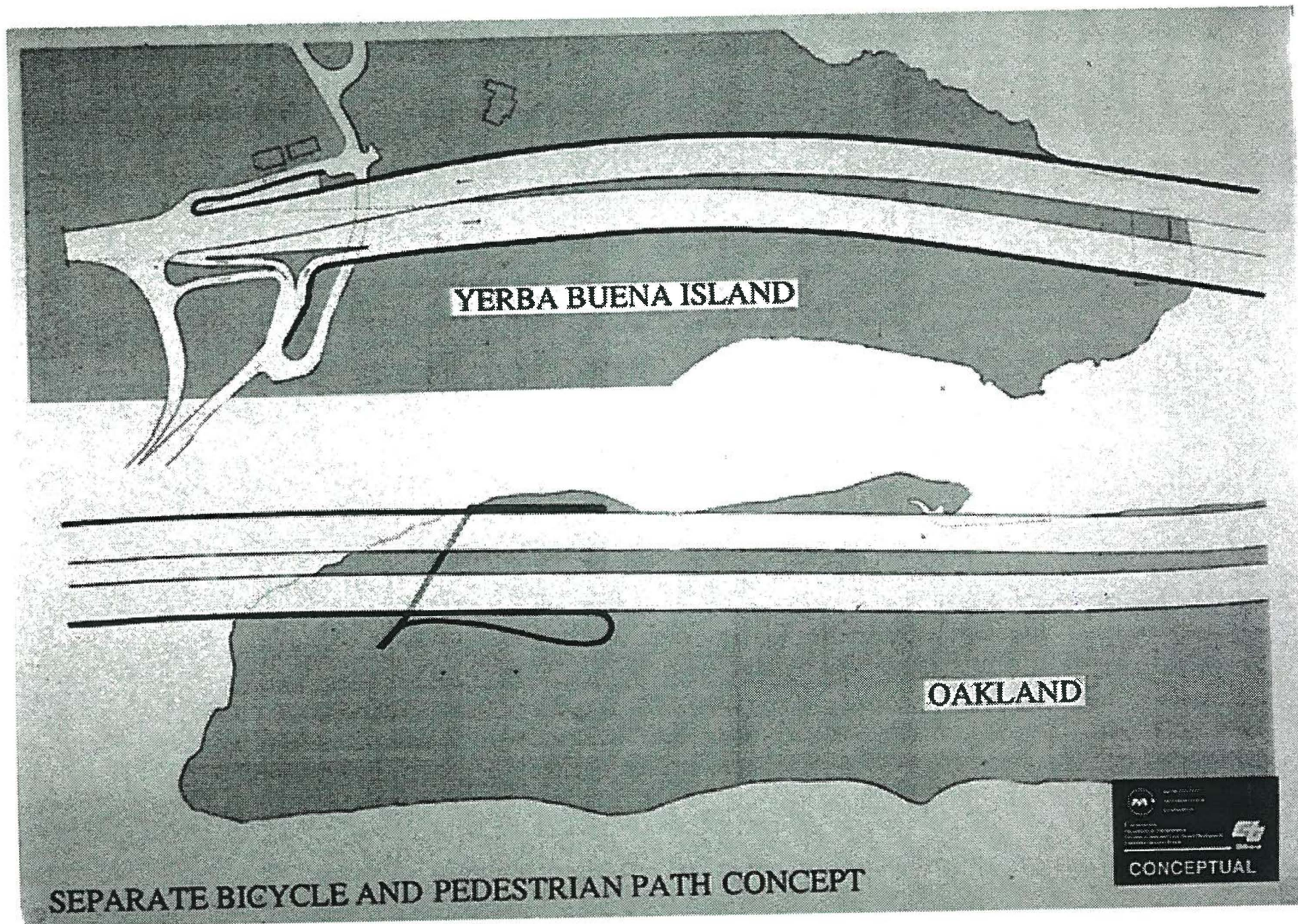
VIEWING PLATFORM



VIEWING PLATFORM

INTEGRAL BICYCLE/PEDESTRIAN PATH





YERBA BUENA ISLAND

OAKLAND

SEPARATE BICYCLE AND PEDESTRIAN PATH CONCEPT





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Memorandum

TO: Bay Bridge Design Task Force

DATE: May 6, 1998

FR: Deputy Executive Director

RE: Transbay Terminal

This memorandum summarizes MTC staff's preliminary recommendations for future Commission actions related to the Transbay Terminal. The recommendations are presented on two issues:

1. Whether to extend the \$1 toll surcharge for up to two years. That decision needs to be considered at the Task Force's June meeting. Staff's recommendations in this report on the terminal are being made in advance to provide background for final action in June on decisions regarding Bay Bridge design, bicycle/pedestrian access and the terminal.
2. Near-term actions related to the seismic improvements to the existing Transbay Terminal and ramps. Any Commission action to determine if funds from the existing base toll revenues and funds to be expended on the seismic retrofit of the west span should be negotiated with Caltrans to provide accommodations for bus operations that will be affected by Caltrans' planned seismic improvements.

We note that Caltrans' decision to remove the east bus access ramp to the terminal during their west approach seismic project is the subject of pending state legislation (AB 1846 - Perata) and litigation (filed by an AC Transit rider group). Because the issue is being deliberated outside of regional discussions related to the terminal, staff's recommendations do not address nor predict the outcome of these deliberations.

Potential Terminal Relocation Project

In April, 1997, the City and County of San Francisco Redevelopment Agency completed a Transbay Regional Transit Facility Design and Program Report, which evaluated various options for a new downtown bus facility. This report was developed with the participation of the staffs of the transit operators that currently serve the existing Transbay Terminal. Based on a review of the report, the San Francisco Board of Supervisors selected a new bus facility at Main and Beale Streets (Main/Beale South) as its preferred project alternative for a new downtown terminal facility.

The estimated cost for a Main/Beale facility ranges between \$140 to \$170 million depending upon the ultimate size of the facility. A two-level facility is estimated to cost up to \$140 million. A three-level facility, which would better accommodate future growth in transbay bus services, is estimated to cost up to \$170 million. The City and County of San Francisco's preliminary finance plan for the facility included funding from bridge toll funds, State and Federal funds, and potential proceeds from the sale of land made available by removal of the existing terminal facility.

In September, 1997 the San Francisco Redevelopment Agency, as project sponsor, began preparation of a Draft Environmental Impact Report (DEIR) for the construction of a new bus facility project. In November, 1997, the Mayor of San Francisco notified the Commission that the City and County of San Francisco was suspending work on the DEIR for a new terminal facility until regional funding commitments to the construction of the project are assured.

AC Transit, the primary tenant of the terminal, and many East Bay officials have voiced opposition to the City and County of San Francisco's proposal to relocate the terminal and have stated a preference for the terminal to remain in its existing location.

Seismic Improvements to the Existing Transbay Terminal and Ramps

Existing Terminal Building

In 1992, the Office of the State Architect (OSA) issued a report which found that the terminal needs substantial structural and other improvements to meet seismic, fire safety and accessibility requirements. The OSA report concludes that if funding were available, the best long-term approach for the terminal would be to demolish the existing structure and replace it with a new facility.

In November, 1997, MTC approved Caltrans' \$13 million seismic project to strengthen the terminal building. Based on the OSA report, Caltrans has identified a need for an additional \$37 million for fire safety, ventilation, heating/air conditioning, accessibility and other improvements to the existing facility.

AC Transit's Bus Operations during the West Approach Seismic Project

As part of the seismic retrofit of the west approach of the Bay Bridge, Caltrans has decided to remove the eastern terminal access ramp and seismically strengthen and modify the western ramp for two-way bus access. Caltrans has indicated that a portion of the eastern bus ramp would need to be removed in any event to accommodate a temporary structure to maintain auto access onto Fremont Street during the west approach seismic project. Caltrans estimates that the temporary structure would be required for a period of nine months to one year. According to Caltrans, it decided to permanently remove the eastern terminal ramp because it would:

- reduce retrofit costs;
- allow expeditious completion of the retrofit project in light of public safety concerns;
- enhance compatibility with adjacent land uses; and
- leave open future options for ramp and terminal improvements.

AC Transit currently uses both the eastern and western ramps as a single one-way loop through the terminal to drop off and pick up passengers, to stage up to 21 buses at any one time, to store up to 80 buses during the midday, and as a layover point for drivers.

AC Transit raised a number of concerns regarding the impact that Caltrans' decision would have on its transbay bus operations. To further explore issues associated with Caltrans' decision, MTC formed a Transbay Terminal Working Group with staff-level representation from Caltrans, City and County of San Francisco, AC Transit, Golden Gate Bridge, Highway and Transportation District (GGBHTD), and MTC. The group is seeking to determine the viability of continued AC Transit bus operations during the nine to twelve month disruption to the east ramp and an alternative for midday bus storage. MTC, in cooperation with AC Transit, contracted with DKS and Associates (DKS) to analyze the operational impact of Caltrans' proposal.

The DKS analysis considered current service levels and a 25% growth in AC Transit's transbay bus service to represent full implementation of AC Transit's Comprehensive Service Plan, approved by the AC Transit Board of Directors in April 1998. The draft analysis finds that AC Transit could continue to operate its transbay service, including projected increases in service levels as proposed in AC Transit's Transbay Comprehensive Service Plan, during a nine to twelve month closure of the eastern ramp. This operation requires the following measures:

1. Reconstruct the east end of the terminal bus loading area to accommodate a "bulb" operation to turn buses around;
2. Provide sufficient space for AC Transit to board up to 24 buses and stage another 24 buses at any one time during the afternoon peak, whether in the terminal or in an area directly leading to the terminal. The working group is reviewing several options to provide this space, including:
 - arranging for use of bus loading space on Platform 1 that is currently leased but not used by Greyhound during peak periods;
 - arranging for the relocation of other private and public bus operators using the terminal during peak hours to an off-site location; and
 - arranging for the use of Platform 4 for loading and unloading of passengers and for bus staging.
3. Provide a bus turnaround at the end of the bus-only ramp, near the entrance to the Bay Bridge, to allow reentry to the terminal;
4. Provide an area for AC Transit to store buses during the midday; and
5. Provide an operations plan to manage bus traffic in and out of the facility.

Caltrans' current plans call for a "bulb" turnaround to be constructed at the east end of the terminal. Caltrans and AC Transit have conducted a field test to simulate the bulb turnaround,

which concluded that the bulb is physically operable as designed. In addition, Caltrans has indicated that it will be able to provide a bus turnaround at the end of the western bus-only ramp on existing paved area near the entrance to the Bay Bridge, to allow reentry to the terminal. Caltrans has further indicated that there are a number of potential options to provide adequate space for AC Transit to stage buses beyond those identified in the operational analysis study. These options will be the subject of continued discussion with AC Transit.

Based on the operational analysis, staff is proposing that the most cost effective measure to accommodate AC transit's midday storage needs is for AC Transit to return buses to the East Bay rather than store buses in downtown San Francisco. Under all downtown storage scenarios, the analysis finds that it is less expensive to return buses to the East Bay bus divisions rather than lease, prepare and operate from a storage site in San Francisco.

Staff proposes that the Working Group complete its evaluation of options for accommodating bus operations and develop a plan and cost estimates to meet AC Transit's bus staging and midday parking requirements. Staff has proposed to Caltrans that the costs associated with these measures be included in Caltrans' budget for the west approach seismic project and is continuing to negotiate with Caltrans on this point. Staff intends to conclude this process and forward recommendations to the Commission in September 1998.

Summary of Findings

- In 1992, the OSA determined that the best long term approach would be to demolish and replace the terminal. Based on the OSA report, Caltrans has completed some crucial terminal improvements (e.g. replacement of concrete roof structure). Also based on the OSA report, Caltrans has identified approximately \$50 million (\$13 million for seismic improvements and \$37 million in code and renovation improvements) in improvements that are required for the terminal.
- In April, 1997, a San Francisco-led relocation study concluded that \$140 - \$170 million would be required to relocate the facility. Of that, something in excess of \$92.5 million (\$80 million in bridge toll surcharge funds and \$12.5 million in federal funds) may be available. The City and County of San Francisco favors relocation, but stopped work on the project DEIR until a regional decision is made on the use of bridge toll funds for the project. AC Transit and many East Bay officials oppose relocation because of concerns about location, design and service reliability and oppose replacement because of service disruptions and loss of bus storage while the facility was replaced.
- In 1997, the California Legislature authorized MTC, as the Bay Area Toll Authority, to use toll surcharge funds to replace or relocate the terminal. Based on the City and County of San Francisco's request, MTC recommended in July 1997 that up to \$80 million in toll surcharge funds be reserved for a terminal project.
- In November, 1997, MTC approved Caltrans' request for \$13 million in base bridge toll funds to strengthen the terminal for seismic safety.

- As part of the west approach seismic project, Caltrans decided the least cost, shortest time option involves removing the eastern terminal ramp, at least temporarily to facilitate replacement of the Fremont Street off-ramp. As a result, in April, 1998, a working group consisting of representative from Caltrans, City and County of San Francisco, AC Transit, GGBHTD and MTC completed a draft operational study to determine the feasibility, impacts and costs of the Caltrans proposal and how this option could be implemented while sustaining AC Transit services.

Staff Recommendations

Replace/Relocate Terminal

Staff believes that at this time the region is not in a position to reach a consensus on the long-term relocation or replacement of the facility, due to the current stalemate between San Francisco and East Bay officials, including AC Transit. Nonetheless, replacement or relocation of the bus terminal continues to be a legitimate long run objective which we support.

In the meantime, MTC must decide whether to extend the \$1 toll surcharge for up to two years (beyond the 8 years imposed by the Legislature) and whether to invest revenues from the extended toll surcharge for terminal replacement or relocation. The long term terminal replacement or relocation can be advanced if MTC reserves toll surcharge funds for this purpose, even if an agreed solution is not apparent now.

If MTC reserves funds, there is ample time to continue to search for the appropriate solution, given that the first 8 years' revenue from the surcharge is required to fund the basic toll bridge retrofit program. In addition, MTC has the authority to decide on the extension of the surcharge for the terminal as long as the total surcharge for all eligible improvements (e.g., bridge design, terminal relocation or replacement and bicycle/pedestrian access) does not exceed the two-year extension allowed by the Legislature.

Thus staff recommends that:

1. The Commission extend the toll surcharge with funds from the extension reserved to provide for replacement or relocation of the transbay terminal, subject to the results of the 30% Bay Bridge eastern span design cost estimates and integration with MTC's decisions on bridge design and bicycle and pedestrian access.
2. Any decision by the Commission to expend toll surcharge funds for replacement or relocation of the terminal be subject to completion of the financial plan that fully funds the project.
3. Additional upgrades to the existing terminal beyond the \$13 million seismic strengthening be subject to separate Commission action as part of the Bay Area Toll Authority's review of Caltrans' annual budget.

4. A process for continued discussions on the long-term terminal improvements be determined once the legal and legislative actions on the ramp are settled.

West Approach Seismic Project

In the short run Caltrans has staging problems to deal with in order to sustain traffic flow during the west approach seismic work. They have determined that the least cost, shortest time option involves removing a portion of the eastern terminal ramp, at least temporarily. MTC has led an interagency study on the feasibility of this option and how it can be implemented while sustaining AC Transit service. To date, staff has determined that this is feasible if the previously identified accommodations can be satisfied. Meanwhile, MTC staff would continue to monitor the legal and legislative developments on the closure of the eastern ramp until they are concluded.

Therefore, staff further recommends that the Working Group develop a plan and cost estimate for providing space to meet AC Transit's bus staging and midday parking requirements and that the costs to accommodate continued bus operations be negotiated between MTC and Caltrans and be reviewed by the Commission by September, 1998.



William F. Hein

PRESS

~~Engineering and Design Advisory Panel~~ Bay Bridge Design Task Force

May 13, 1998 - 1:00 p.m.

NAME

REPRESENTING

1. JOYCE CHEN / SING TAO DAILY 650-872-2299

2. DR ROBERT R. PIPER

3. Jeff Shuttleworth Bay City News Service 510-763-6295

4. PAUL SCHLINDWEIN BAY TV / KRON

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6.

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~~Engineering and Design Advisory Panel~~ Bay Bridge Design Task Force

May 13, 1998 - 1:00 p.m.

Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. <u>LARRY BARINER</u>	<u>SF PLANNING</u>	<u>1660 Mission St</u>
2. <u>DAVE MASSEN</u>	<u>Sustainable San Francisco</u>	<u>700 Church St. #313 SF 94114</u>
3. <u>ADE AKINSANYA</u>	<u>Caltrans</u>	
<u>Ken Buhner</u>	<u>Mayor Emery</u>	
4. <u>Kathleen Kelley</u>	<u>AC Transit</u>	<u>1600 Franklin</u>
5. <u>MLYNARIK, Richard</u>	<u>Transbay Alliance</u>	<u>436 Alvarado St</u>
6. <u>MICHAEL KATZ</u> (NOTE: ON MAILING LIST)	<u>BICYCLE-FRIENDLY BERKELEY COALITION</u> <u>IN DUPLICATE.</u>	<u>2835 BUENA VISTA WAY, BERKELEY 9470</u>
7. <u>Jason Mcgys</u> <u>510/273-9288</u>	<u>Bike the Bridge! Coalition</u> <u>www.xinet.com/bike</u>	
8. <u>PAUL GULBENKIAN</u> <u>415/431-0606</u>	<u>PRESTRESS SERVICE</u> <u>INTERNATIONAL</u>	<u>430 TURK ST., #812</u> <u>SAN FRANCISCO 94102</u>
9.		
10.		



May 13, 1998

The Honorable Mary V. King
Chair, MTC Bay Bridge Design Task Force
101 Eighth Street
Oakland, CA 94607-4700

Dear Supervisor King,

I am writing at this time in regard to your pending decision on funding of Bay Bridge project elements, and specifically, to clarify San Francisco's position and intentions with respect to a very important element, the Transbay Transit Terminal replacement.

As you may recall, in late 1997, San Francisco's on-going environmental work on a replacement terminal and the future of land use and development in the Transbay area were suspended due to my concerns about the level of support for the proposed new terminal. Although formally endorsed by the San Francisco Board of Supervisors, the lack of clear support on the part of Caltrans and MTC for San Francisco's work on this important regional transportation project led me to question the value of our endeavor.

Recently, both MTC and Caltrans officials have assured me that they support San Francisco's policy to replace the oversized, unfriendly, and unsound Transbay Transit Terminal with a modern, efficient facility which will welcome increasing numbers of riders for decades to come. Given that assurance, San Francisco has decided to move forward once again with this project and will reinitiate the planning and environmental efforts to build a new terminal at the selected site of Howard and Main and Beale Streets. We will continue to work closely with all responsible agencies and parties to bring this important project to fruition.

Solid land use and transportation planning considerations led San Francisco, working for more than a year through an inter-agency effort, to site the new terminal at the selected location. One of the most important of these considerations is the ability to minimize the impact of building a new terminal on AC Transit's daily operations. Construction of a new terminal at the Howard Street site, coupled with Caltrans' plans to modify the existing terminal for interim operations, will mean that AC Transit's operations will continue to provide quality service to and from San Francisco with little or no operational difficulties. When the new terminal is completed and is linked to the new Terminal Separator Replacement and Bay Bridge via exclusive bus lanes, AC Transit will be able to relocate its operations from the dreary environment of the existing terminal to a bright and hospitable new terminal.

ICE OF THE MAYOR
SAN FRANCISCO



WILLIE LEWIS BROWN, JR.

As you know, the Transbay Transit Terminal replacement is on the list of Bay Bridge project elements to be funded with surplus toll revenue. San Francisco needs the assistance and support of your Task Force to assure that a substantial commitment of funds for a new terminal are provided. The City, working closely with AC Transit, MTC, Caltrans, and other regional transit providers, will now continue to move forward to develop a financing plan, appropriate environmental documentation, and an operating proposal for the new terminal.

With your help, I am confident that we can replace the Transbay Transit Terminal with a new facility which the region will point to with pride. Those who ride transit across the Bay, and to and from other regional locations, certainly deserve a better terminal. I am prepared to work with you and other East Bay leaders to make a new terminal a reality. Thank you for your regional leadership on the critical Bay Bridge needs and for your consideration of San Francisco's views regarding the Transbay Transit Terminal element.

Sincerely,

A handwritten signature in black ink, appearing to read "Willie L. Brown, Jr.", written in a cursive style.

Willie L. Brown, Jr.
Mayor



Dion Louise Aroner

ASSEMBLYWOMAN, FOURTEENTH DISTRICT

CALIFORNIA LEGISLATURE, STATE CAPITOL, SACRAMENTO, CA 95814 (916) 445-7334 FAX (916) 445-8434

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COASTAL PROTECTION

May 13, 1998

Chairwoman Mary V. King and Members
Bay Bridge Design Task Force
c/o Metropolitan Transportation Commission
101-Eighth Street
Oakland, California 94607

Re: Transbay Terminal

Dear Chairwoman King:

It has come to our attention that at today's meeting of the Bay Bridge Design Task Force, the MTC staff will make a preliminary recommendation for action related to the Transbay Terminal.

We were quite distressed by the recommendation made by the MTC staff to extend the toll charge for the purpose of relocation or replacement of the Transbay Terminal. It is not clear what the recommendation really is, except to say that relocation and replacement continue to be the preferred alternative by staff. We are greatly disappointed that the issue of relocation of the terminal and the removal of the ramps is still on the table, when it is clear that the public does not support these options.

Our East Bay constituents pay well over half of all bridge tolls. We do not believe it is likely that paying an increased toll for two years for an unnecessary project that is not in the interest of East Bay residents will be received with favor. They deserve to know how the proposed extra funds will be spent before the increase is approved, and not after.

We believe the Transbay Terminal is a vital regional resource. In the past year, ridership on Transbay buses has increased more than forty percent. As travel across the Bay grows in the future, we expect to see continued growth in bus ridership.

The memorandum from staff of the Metropolitan Transportation Commission (6 May) to the Bay Bridge Design Task Force on relocation of the Terminal and demolition of the vital bus ramp is discomfoting. There appears to be no analysis comparing retention of the existing, upgraded facility with a costly new facility at a location farther from downtown. Additionally, the analysis of the long-term costs and benefits associated with demolishing the bus ramp for a temporary automobile ramp appears inadequate at best.

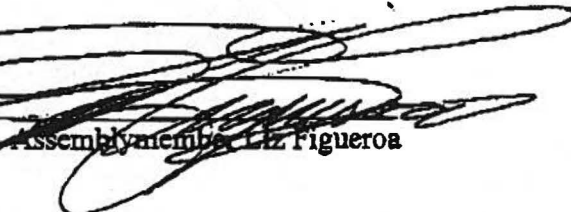
Transbay Terminal
Page 2

MTC has shown leadership in other transportation areas in the past. We urge MTC to show similar leadership today in the area of bus mass transit across the Bay Bridge. It is too important a service for a regional leadership vacuum to exist now that the state has devolved authority to MTC.

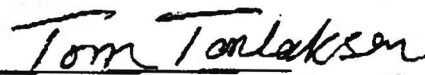
Sincerely,


Assemblymember Dion Louise Aroner


Assemblymember Don Perata


Assemblymember Liz Figueroa


Assemblymember Michael Sweeney


Assemblymember Tom Torlakson



AC Transit

Alameda-Contra Costa Transit District
1600 Franklin Street, Oakland, CA 94612

(510) 891-4859
Fax (510) 891-4705
www.actransit.dst.ca.us/

May 12, 1998

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Supervisor Mary King
Chairperson
Metropolitan Transportation Commission
Bay Bridge Design Task Force
101 Eighth Street
Oakland, CA 94607-4700

Dear Supervisor King:

AC Transit has been working with MTC and Caltrans staff to assess the impacts of the decision by Caltrans to remove the Transbay Terminal eastern ramp. All three agencies, plus the City and County of San Francisco and the Golden Gate Bridge Highway and Transportation District, convened a working group to further explore issues associated with the Caltrans decision. The working group retained the services of a consultant to analyze the continued viability of AC Transit operations under the Caltrans plan.

We have had extensive discussions with MTC staff and the working group regarding the findings of the consultant analysis. The May 6, 1998 MTC staff report to your task force summarizes some of the issues associated with the seismic project and also the status of the terminal building.

It is our understanding that a final version of the MTC staff report was circulated to members of the Bridge Design Task Force. Although AC Transit was given an opportunity to review the MTC staff report before it was distributed, we do not believe that the final report addresses all of the concerns voiced by AC Transit, East Bay legislators and elected officials, or Transbay bus riders.

In particular, the following issues are still outstanding regarding the Caltrans-proposed two way western ramp operation:

Safety - Courtesy - Service
It's In Our Roots

- The traffic management plan (TMP) for the retrofit of the west span of the Bay Bridge and the I-80 freeway could call for additional transbay bus service to mitigate the traffic impacts of that project. The Caltrans proposal would not allow needed additional bus service.
- The proposal would only work if all of the conditions specified in the MTC staff report are met, and even then, there is no guarantee that the present day level of reliability (99% on time departures) would be achieved. If all the conditions specified in the MTC staff report are not met the plan is likely to fail.
- The Caltrans proposed operation is fragile, at best, and would require additional personnel to facilitate bus movements. Any traffic disruption on the Bay Bridge could cause the entire operation to collapse.
- The findings of the consultant's analysis indicate that the Caltrans proposal might work as an interim solution, possibly accommodating current bus operations; the viability of this proposal in the long term has not been confirmed.
- There would be a significant increase in annual operating costs, of which the financial responsibility for those costs has not been identified. The consultant analysis indicated approximately \$1 million per year in additional operating costs to store buses in the East Bay which are currently parked on the terminal ramps between the morning and afternoon peaks. The cost of additional staff to facilitate bus operations through the facility proposed by Caltrans has not yet been identified, but would be in addition to the \$1 million per year.
- It has not been either financially or operationally demonstrated that the removal of the eastern ramp is the best option for the seismic retrofit project, nor the best solution for the region. There is no mention of the already-completed Caltrans analysis to renovate the existing terminal and ramps. For example, it has not been demonstrated that shoring up the eastern ramp from underneath should not have been brought forward as an option. The ramp renovation alone was estimated at \$9 million.

Supervisor Mary King
Re: Transbay Terminal Eastern Ramp Removal
Page 3

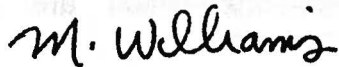
- The proposal has yet to be fully analyzed to determine if it is actually operational. The only component that has been field tested is the radius of the proposed turn around "bulb" on the east end of the terminal.
- The MTC staff report does not fully acknowledge the limited degree to which the Caltrans proposal could accommodate AC Transit's expanded Transbay operations which are currently being implemented.
- With further implementation of the Transbay service enhancements, buses could back up onto the Fremont Street automobile ramp while awaiting access to the terminal.
- The eastern ramp issue is not a short term one. Instead, this issue needs to be examined in the context of a one-time capital cost to renovate the ramp versus the additional annual operating costs that would be encumbered over a much longer period of time.
- A cost-benefit analysis has not yet been conducted to assess the cost of renovation versus the additional operating costs over a long term period.
- The recommendation to remove a high-volume bus ramp which could accommodate up to 120 buses/hour and 6,000 passengers as a temporary step in an 8-10 year retrofit project to permit two added lanes for single occupant vehicles entering already congested San Francisco streets is perverse.

The findings of the consultant are documented in a draft report. That report identifies the serious issues that remain to be resolved concerning the Caltrans eastern ramp proposal. These issues will be the subject of further discussions with the working group, and between the East Bay and the City and County of San Francisco. No decision should be made concerning that ramp until a full analysis of other options is made.

Supervisor Mary King
Re: Transbay Terminal Eastern Ramp Removal
Page 4

We remain concerned about the viability of our expanding Transbay bus operations if the eastern ramp is removed. Once that ramp is removed, the impact on these operations could be severe. AC Transit requests that all options for addressing the seismic upgrade of both the eastern and western ramps be fully explored before a decision is made. It is our desire to continue to work in a cooperative manner with MTC, Caltrans, and the City and County of San Francisco to find a solution to these issues.

Sincerely,

A handwritten signature in dark ink, appearing to read "M. Williams".

Matt Williams
President
AC Transit Board of Directors

cc: AC Transit Board of Directors

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Assembly California Legislature

KEVIN SHELLEY
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May 4, 1998

The Honorable Mary King, Chair
Bay Bridge Design Task Force
Metropolitan Transportation Commission
101 Eight Street
Oakland, CA 94607-4700

Dear Ms. King,

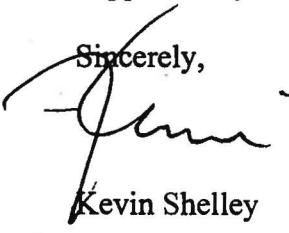
I am writing to urge you to support a design for the Eastern Span of the Bay Bridge that supports not only light rail, but also regular passenger train service.

Projects to increase intercity rail service are on the increase. The plan to increase service on the Amtrak Capitol line is just one example. At the same time, existing mass transit links across the Bay, such as BART, are nearing capacity.

The building of a new span for the Bay Bridge presents an opportunity to put in place the infrastructure to meet the Bay Area's future transportation needs. Intercity passenger rail promises to ease traffic congestion, improve air quality, and generally enhance the economy of the Bay Area.

I appreciate your support for intercity rail across the Bay Bridge.

Sincerely,


Kevin Shelley

KS:ms

cc: Dave Massen, Sustainable San Francisco

❖ MEASURE B ❖

works for you

❖ If you use public transit

Measure B provides AC Transit with substantial new funding. This will allow AC to restore most of the weekend and night service that was cut in 1995 and 1996. It will also allow AC to make other improvements, and provide special services for welfare-to-work passengers.

❖ If you are a bicyclist, or like to walk

Measure B provides over \$45,000,000 for bicycle and pedestrian improvements throughout the county. These can include bike lanes and paths, walking trails, bike storage, pedestrian curb ramps, and safety improvements for bikes and pedestrians.

❖ If you use paratransit services

Measure B provides funds to double the amount of city-based paratransit services available for seniors and those with disabilities. Measure B will also fund the federally mandated ADA paratransit program for those disabled individuals not able to use AC Transit or BART.

❖ If you need your street repaired

Measure B provides significant funds (\$256 million countywide) for every city in the county on a proportionate basis for local transportation improvements. This traditionally has meant repaving and repairing streets, but it could also be used by cities for any local transportation improvement they choose.

Measure B is a 15-year extension of the half-cent transportation sales tax we already pay in Alameda County. The extension, which would begin in 2002, includes a specific spending plan that will be implemented if the measure passes by the required two-thirds vote. Measure B is a balanced approach to the differing transportation needs of communities throughout the county and will create over 2,000 well-paying, local jobs.

Measure B is endorsed by the Alliance for AC Transit and its Bus Riders Union, the League of Women Voters, the Central Labor Council, the East Bay Bicycle Coalition, and the Berkeley Gray Panthers, among others.

Please go to the polls on **Tuesday, JUNE 2**, and

**Vote YES
on MEASURE B**

MEASURE B

What It Means for AC Transit

On June 2, Alameda County voters will decide the future of the current half-cent sales tax for transportation known as Measure B. Originally passed in 1986, Measure B has provided an average of \$7 million a year for AC Transit operations. The new Measure B would extend the sales tax another 15 years and provide about \$15 million a year for AC Transit operations — for a total of nearly \$225 million.

The measure would require AC Transit to use this funding to:

- Restore most of the evening, night, and weekend service cut in 1995 and 1996
- Support paratransit services for people with disabilities
- Introduce more “welfare to work” service that helps people get to jobs

The measure would also provide \$20 million for AC Transit’s “Key Routes” program to modernize bus service along the San Pablo Avenue or Telegraph Avenue corridor (Lines 72/73 or 40/43), and \$5 million for a transit center at 14th Street and Broadway in downtown Oakland. (A “Tier 2” list of projects, to be funded if tax revenue is higher than expected, includes up to \$66 million in additional funding for AC Transit to bring Key Routes improvements to other busy corridors in Hayward, San Leandro, Oakland, and Berkeley.)

Measure B, as a whole, will raise about \$1.1 billion over 15 years for many transportation purposes, including city street maintenance, ferry and rail service, BART construction, bicycle and pedestrian improvements, and highway lanes and interchanges.

For more information, contact:

AC Transit Public Information

1600 Franklin Street

Oakland, CA 94612

(510) 891-4875 or (510) 891-7185



April 13, 1998